FINAL

COMBINED CYCLE SITE SELECTION

SECI Combined Cycle Siting Study

B&V PROJECT NO. 190285
B&V FILE NO. 41.0000

PREPARED FOR

Seminole Electric Cooperative, Inc.

29 FEBRUARY 2016

BLACK & VEATCH
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Executive Summary

Seminole Electric Cooperative, Inc. (SECI) has determined that approximately 1000 MW of power generation is needed by June, 2021 to meet projected demand. A combined cycle natural gas fired facility has been chosen by SECI due to fuel costs, low emissions, flexibility of ramping up for peak demands, and regulations that make other types of power generation facilities infeasible. A third party environmental consultant (Environmental Consulting & Technology, Inc –"ECT") evaluated a number of sites for both combined cycle and peaking facilities starting in 2014. Informed by the results of that study and subsequent information, SECI has now requested that two sites be compared for a natural-gas fired combined cycle generating plant. They are the Gilchrist site in Gilchrist County (Figure 1) and the SGS site at an existing SECI power generating station in Putnam County (Figure 2). These two sites will be evaluated relative to each other as part of this Site Selection Study, with a final recommendation of the site most suitable for the required power generation facility.

The multi-year site selection process took a three-part approach. Part one was the ECT study previously mentioned. Part two, executed separately by SECI with input from Black & Veatch and others, evaluated tangible criteria and costs that could be measured financially using a Lowest Cost of Energy (LCOE or "bus bar cost") approach. The following financial inputs were used in the LCOE analysis:

- $/kw estimates for the total installed cost of various plant configurations at both sites
- Net electrical output and heat rates for the same plant configurations at both sites
- Estimated firm gas transport costs
- Estimated electrical interconnect costs, including offsite impact estimates to other utilities
- Estimated O&M costs

SECI's part two analysis of the tangible costs identified that SGS was the least cost site for a plant size below approximately 750 MW. The same analysis showed that Gilchrist was lower for plants above 750 MW. The primary driver of the higher costs for the larger sized facilities at SGS was the estimated pricing of firm gas reservation charges which were approximately 85% higher at SGS than at Gilchrist for incremental gas requirements above 109,000 decatherms/day. Although these higher anticipated firm gas charges at SGS influence the tangible cost estimates, the remainder of the site selection analyses and the recommendation of this report are still valid.

Part three, described in this study, evaluated the SGS site versus the Gilchrist site using a comparative analysis that utilized the intangible criteria listed below:

1. Land Use/Ownership
2. Site Development
3. Electrical Transmission

4. Fuel Supply
5. Water Supply
6. Waste Water
7. Environmental Assessment
8. Transportation
9. Technology Selection
10. Schedule

A score from "1" to "10" was given to each site for each criterion, where the higher score meant more suitable or preferable, and summed to determine the most suitable site. Based on a collaborative meeting between SECI, B&V, and ECT, the final score for the SGS site was "77" and the Gilchrist site received a final score of "56."

Therefore, it is the recommendation of this report that the SGS site is preferred for the location of the future combined cycle power generation facility.

1.0 Site Locations

1.1 INTRODUCTION

SECI is proposing to build a natural gas-fired combined cycle power generating station at either the Gilchrist or SGS site.

1.2 GILCHRIST SITE LOCATION

The Gilchrist site is located about two miles east-northeast of Bell, Florida and about thirty miles west of Gainesville. The site encompasses the southern half of section 20 and a portion of the southwest ¼ of section 21, a portion of the northwest ¼ of section 28 and a portion of the northeast ¼ of section 29, Township 8S and Range 15E. The site is a "greenfield" site of approximately 520 acres currently owned by SECI. The east central side of the site has been determined to be the most suitable in previous studies, based on surrounding environmental conditions (Figure 1).

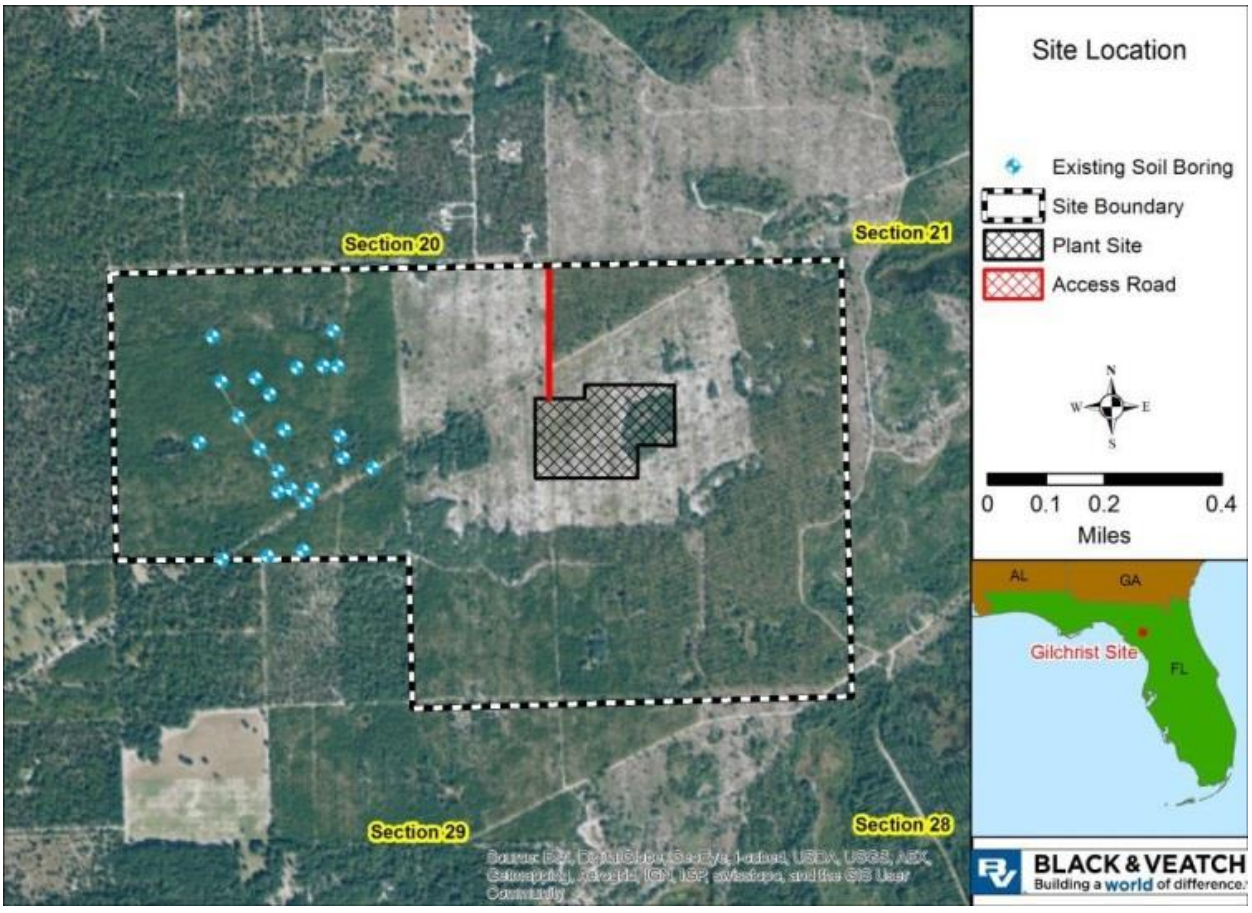

Figure 1 Proposed Location of the Gilchrist Plant

1.3 SGS SITE LOCATION

The SGS combined cycle site is located on the existing Seminole Generating Station (SGS) facility property. The SGS facility is located 5.25 miles north-northeast of Palatka, Florida. The proposed

site area is located southeast of the existing plant and southwest of the existing hyperbolic cooling towers (Figure 2). The site is in a portion of the southeast ¼ of section 7 and the southwest ¼ of section 8, Township 9S and Range 27E.

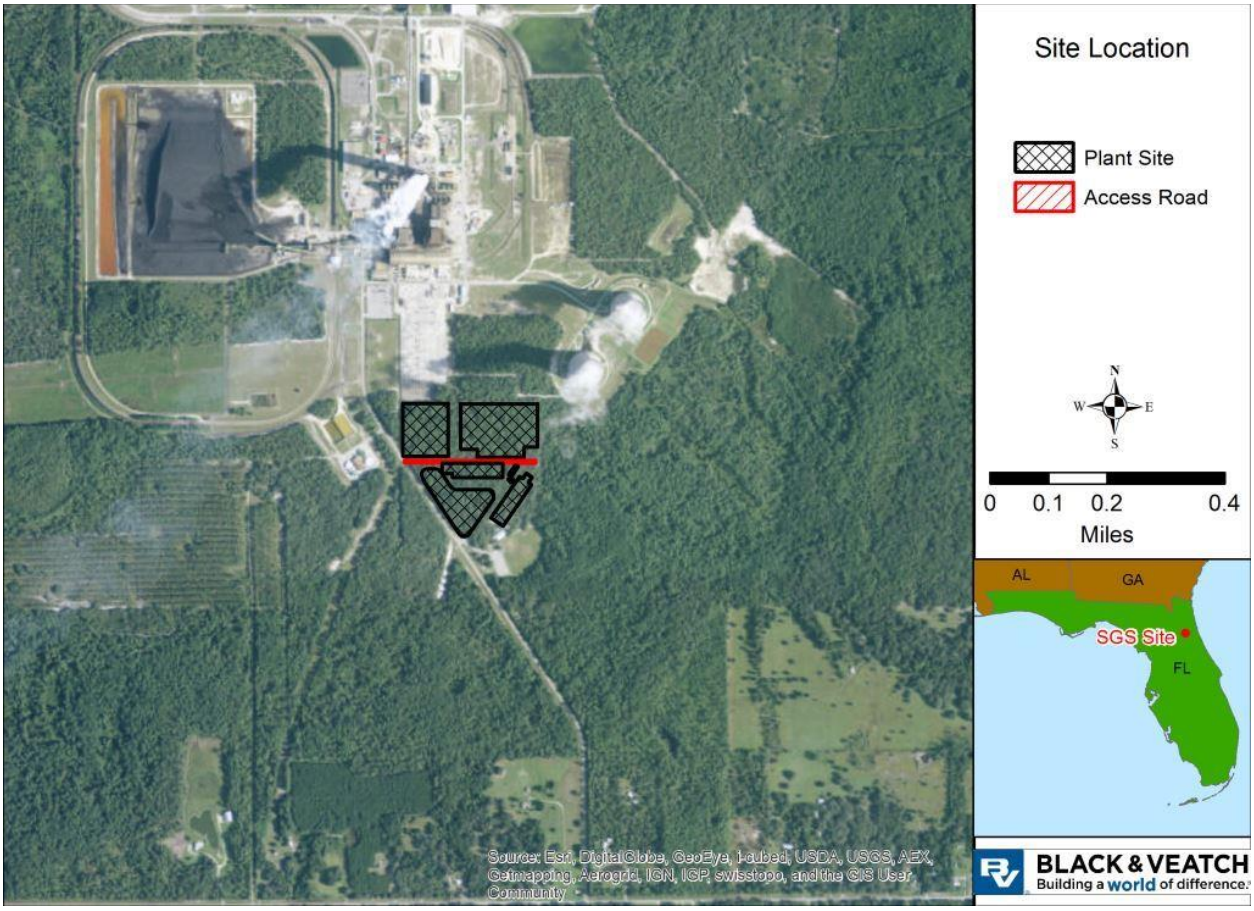

Figure 2 Proposed Site Location of the SGS Site

2.0 Site Selection Criteria

2.1 SITE SELECTION CRITERIA

Project specific technical factors required to support the site selection decision for the proposed combined cycle power generation facility were established along with relevant assumptions derived from SECI criteria, Black & Veatch's expertise of similar facilities, ECT's Ecological Evaluation Report, existing geotechnical and topographic data, site visits, and other information and data provided by SECI. The following criteria categories were established to provide a comparative evaluation of each site.

1. Land Use/Ownership

2. Site Development
3. Electrical Transmission
4. Fuel Supply
5. Water Supply
6. Waste Water
7. Environmental Assessment
8. Transportation
9. Technology Selection
10. Schedule

These factors, which are basic and intuitive in nature, were used in evaluating the potential sites.

2.2 SITE SELECTION SCORING CRITERIA

Each candidate site was evaluated on technical criteria listed in Section 2.1 by assigning a score of "1" through "10." A score of "10" was most favorable, "5" was moderately favorable, and "1" was least favorable. Scores for each criterion were summed to determine a total score for each site. The guideline for scoring each criteria is provided in Appendix A.

2.3 PRELIMINARY SCORING

Black & Veatch provided a preliminary scoring at the beginning of the project based on the data provided at the time with limited third party and SECI input. The preliminary scoring is summarized in the Figure 3 below.

Figure 3 Preliminary Scoring

	SGS	Gilchrist
Land Use/Ownership	10	9
Site Development	8	7
Electrical Transmission	10	7
Fuel Supply	3	10
Water Supply	7	2
Waste Water	7	2
Environmental Assessment	9	7
Transportation	10	8
Technology Selection	10	9
Schedule	10	7
	84	**68**

2.4 FINAL SCORING

Once all the required inputs for each of the categories were satisfactory for final scoring, the data for each site was reviewed between Black & Veatch (Consulting Engineer), ECT (Environmental

Consultant), and SECI. Input was provided by affected team members in each of the categories and the team determined a final score for each of the categories. A summary of the basis of each category is detailed in Section 3.0, and the results of each Final Scoring are summarized in Figure 4 below.

Figure 4 Final Scoring

	SGS	Gilchrist
Land Use/Ownership	10	6
Site Development	8	6
Electrical Transmission	5	5
Fuel Supply	3	9
Water Supply	9	2
Waste Water	9	2
Environmental Assessment	6	4
Transportation	9	6
Technology Selection	10	10
Schedule	8	6
	77	**56**

3.0 Scoring Discussion

3.1 OWNERSHIP/LAND USE

3.1.1 Site Ownership

The proposed SGS site area is owned and occupied by SECI. The proposed Gilchrist site area is owned, but not occupied by SECI. Based on the scoring criteria summarized in Appendix A, a score of "10" was determined for the SGS site and a score of "9" was determined for the Gilchrist site.

3.1.2 Land Use

The proposed SGS site is an active Power Plant and has Industrial and Agricultural II land use designations and Planned Unit Development (PUD) and Agriculture zoning designations. Due to an amendment to the Putnam County Comprehensive Plan in 2010, "power generating plants and facilities" are only allowed in the Public Facilities land use designation. Therefore, a comprehensive plan amendment would be necessary to change the land use designation for the SGS site to the Public Facilities land use designation. The current PUD zoning designation would also need to be amended to reflect a modified site plan and conditions as appropriate. The proposed Gilchrist site currently has an A-2 future land use and zoning designation. A comprehensive plan amendment and rezoning would be necessary to allow for electrical generating facilities under the Public land use Category and to designate the Gilchrist site Public on both the future land use and zoning maps.

A previous effort to obtain a comprehensive plan amendment for the Gilchrist site to allow for a similar power facility was denied. While both sites require land use approvals, given community acceptance at SGS and prior difficulties obtaining such approvals at Gilchrist, a score of "9" is assigned to the proposed SGS site and a score of "2" is assigned to the proposed Gilchrist site for the Land Use subcategory.

Using the average scores for the Land Ownership and Land Use subcategories, the combined Site Ownership/Land Use score is "10" for the proposed SGS site and "6" for the proposed Gilchrist site

3.2 SITE DEVELOPMENT

3.2.1 Topography

The topography of the site affects the suitability of the site for proper storm water drainage, constructability of the site, and the cost to develop the site. A flat site would be more difficult to effectively provide storm water drainage, with the possibility of requiring pumping. Although storm water drainage would be more difficult, a more level site would be easier to construct and would require less earthwork resulting in a lower cost to develop the site. The cost to grade moderately steep to steep sites greatly outweighs the cost to pump storm water on a level site. In addition, if the sites are located in flood plains or flood ways, each site would require importing fill to build up the site above the Base Flood Elevations. This could possibly require additional earthwork on the site for compensating storage to offset the amount of fill placed in the flood plain areas.

A Topographic review of the proposed SGS and Gilchrist sites was conducted via a site visit, review of existing SECI topographic data, and review of USGS topographic 7.5 minute maps. The proposed area for the Gilchrist site was found to be moderately-steep and the proposed area of the SGS site was found to be moderately-flat with sufficient slope for drainage. In addition, the proposed area of the SGS site has existing storm water canals which are suitable to accept point discharges from a storm water detention pond. The proposed Gilchrist Site area has very limited existing storm water drainage ditches along the perimeter of the site, which are not very well maintained. The existing storm water drainage ditches are not adequate to receive large point discharges from a storm water detention pond, and spreader swale systems would be required at the discharges to avoid overloading the existing ditches which could cause erosion of the neighboring properties.

Based on the findings and scoring criteria outlined in Appendix A, the proposed SGS site area has been assigned a score of "9" and the proposed Gilchrist site area has been assigned a score of "7."

3.2.2 Subsurface Conditions

A Geotechnical Investigation desktop study was performed by Black & Veatch for the SGS and Gilchrist proposed sites.

As is typical in Florida, results of the study indicated that both sites have geologic formations that may be susceptible to sinkholes. A review of the SGS site data did not reveal any sinkhole

formations and review of the Gilchrist site data showed evidence of possible sinkhole formations. Although the Gilchrist site showed evidence of possible sinkhole formations, there is sufficient and suitable area on the Gilchrist site to locate the Combined Cycle facility around the possible sinkhole formations. Additional subsurface investigation would be required to verify a suitable site location.

The sites are also evaluated for the type of foundations that major equipment would require. Deep foundations such as piles, stone columns or piers are frequently required under heavy equipment. In some locations with adequately strong soils the major equipment can be supported on shallow foundations such as mat foundations or spread footings. Deep foundations would result in a larger capital cost. Based on the subsurface conditions, both sites would require deep foundations for the major equipment, and there is not an advantage of one site over the other in regards to type of foundations that would be required.

Based on the findings of the Geotechnical Investigation – Phase 1 Desktop Study, the proposed SGS site was assigned a score of "7" and the proposed Gilchrist site was assigned a score of "5."

Reference Black & Veatch Geotechnical Investigation – Phase 1 Desktop Study in Appendix B for further details of the findings and results of the study.

The average Site Development score for the proposed SGS site is "8" and the average score for the proposed Gilchrist site is "6."

3.3 ELECTRICAL TRANSMISSION

Two separate electrical transmission corridors are being evaluated by SECI for the proposed Gilchrist site. Figure 5 represents the routing of each of the proposed corridors with Segments 2, 3, and 3a making up the first option of the proposed electrical transmission corridor for a total of 10.9 miles to the interconnect and Segments 2, 4 and 4a making up the second option for a total of 11.25 miles.

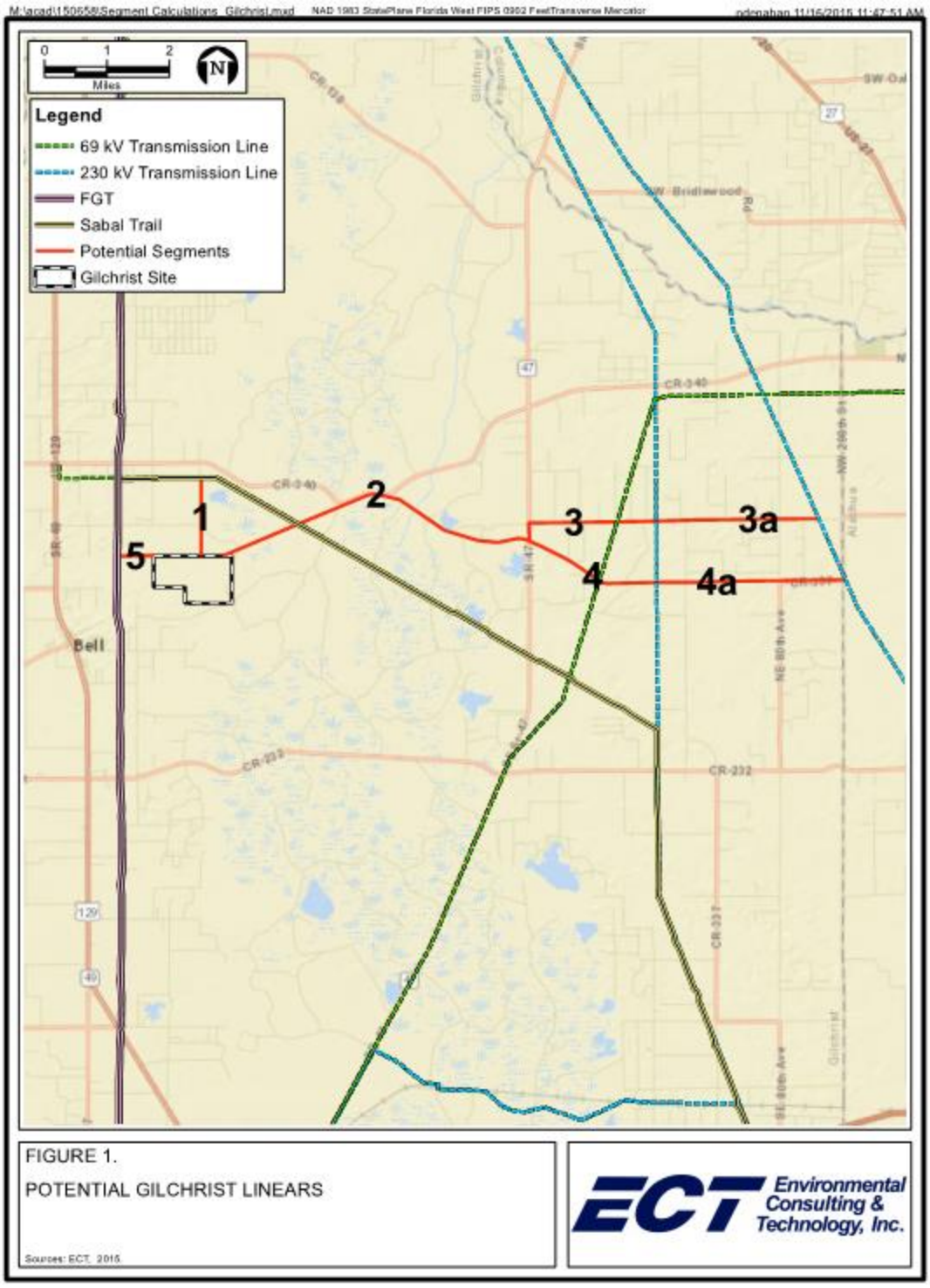

Figure 5 **Gilchrist Site Proposed Linear Corridors**

The proposed SGS site is located adjacent to the existing SGS facility switchyard. The existing SGS switchyard would require expansion to support the proposed combined cycle facility. The distance between the proposed SGS combined cycle site area and the switchyard is minimal, offering the shortest possible distance between the proposed facilities Generator Step-Up (GSU) transformers and the expansion area of the existing switchyard. Although interconnects between the proposed SGS combined cycle area and the existing switchyard are minimal, initial SECI interconnection studies have demonstrated that significant transmission impacts requiring substantial offsite upgrades may be required for plant sizes exceeding approximately 700 MW.

SECI's initial interconnection studies demonstrate that the transmission corridor between the proposed Gilchrist site and either selected interconnect point will result in approximately the same cost as would be required for locating the combined cycle facility at SGS. Based on this the consensus, a score of "5" was given to each of the proposed sites for the Electrical Transmission category.

3.4 FUEL SUPPLY

The proposed Gilchrist site is located within one and a half miles of the proposed Sabal Trail fuel gas transmission corridor (segment 1), and within one mile of the existing FGT fuel gas transmission line corridor (segment 5) as shown in Figure 5. Based on information provided by FGT and Sabal Trail, it has been determined that at this time, sufficient capacity is available in the FGT and Sabal Trail pipelines at the proposed Gilchrist interconnect points.

Although the proposed SGS site is located at the existing power generation facility, no fuel gas is currently available at the site due to the existing facility being a coal fired facility and fuel oil being used as the pilot fuel source. SECI is currently evaluating two fuel gas transmission corridors to the proposed SGS site. These proposed routes from the existing FGT (segments 6 & 8) and Seacoast corridors (segments 6 & 7) are shown in Figure 6. The distance between the proposed SGS site and the proposed FGT interconnect is approximately 23 miles, and the distance between the proposed SGS site and the proposed Seacoast interconnect is approximately 35 miles. Both routes require crossing several delineated wetland areas which would likely require the use of horizontal directional drilling versus open trench construction methods, to avoid impacting the delineated wetlands.

Based on these discussions, consensus was to assign a Fuel Supply score of "9" for the Gilchrist site and "3" for the SGS site.

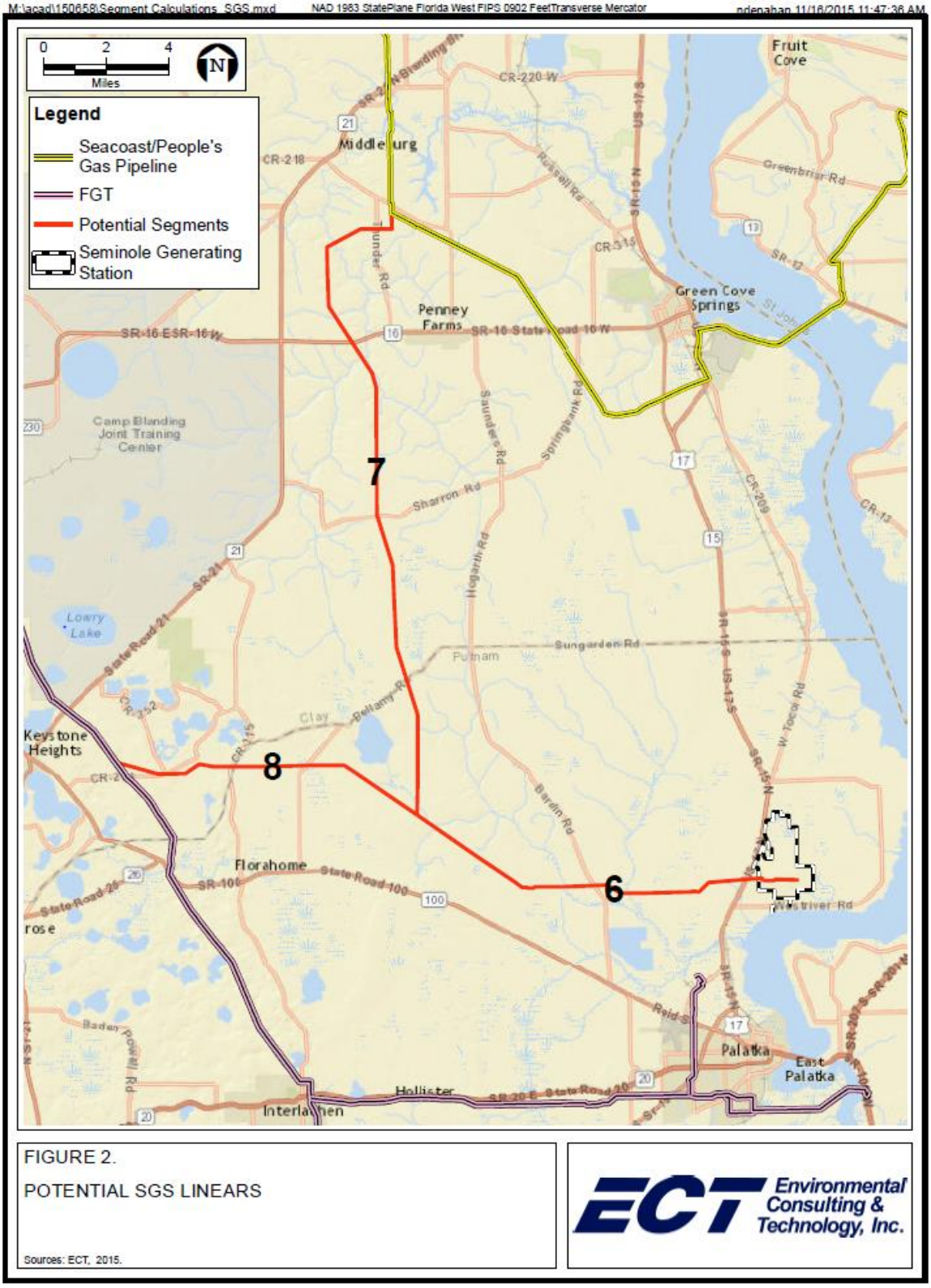

Figure 6 **SGS Site Proposed Linear Corridors**

3.5 WATER SUPPLY

The SGS site is an active power plant with existing water resource allocations that would be adequate for the additional cooling requirements of the new combined cycle facility. These allocations are not automatically transferred to a new facility; however such a request can be made in the Site Certification Application (SCA). The proposed SGS site will be supplied water from tie-ins to the existing water infrastructure that supplies the coal fired units. The existing St. Johns River water intake structures supplying raw water makeup to the site are capable of supplying the required additional capacity for the proposed combined cycle unit. Increased river water pumping capacity may be required depending on the selected technology and facility size. The existing site production wells have sufficient capacity to supply the necessary steam cycle makeup, firewater, and service water needs for the new site. The existing site potable water system has sufficient capacity to supply the new site requirements. The cost of the necessary water piping tie-ins and equipment upgrades are evaluated to be small in consideration to the overall project.

The Gilchrist site has no existing water resources. There are no surface water sources available to the site. Well water resources are to be minimized due to known permitting sensitivity with surrounding natural springs and wetland recharge areas. Based on the limited water availability for power plant cooling, the facility would be designed with complete air-cooled heat rejection for steam cycle condensing and aux cooling loads. However, minimal well water usage will still be required for steam cycle makeup, fire water, service water, potable water, and other miscellaneous uses.

Based on the existing and adequate water supplies available to the SGS site, it is given a score of "9." Due to the difficulty in obtaining the limited water resources at the Gilchrist site, it is given a score of "2."

3.6 WASTEWATER EFFLUENT

The SGS site is an active power plant with existing wastewater treatment facilities and effluent discharge permits. The existing wastewater discharge infrastructure to the St. Johns River is capable of supporting the additional capacity from the proposed combined cycle plant site; however, the velocities associated with the increased flow indicate a forced pressure system may be needed. A forced system currently exists for the coal plant but is rarely needed and the effluent system generally achieves adequate flow by gravity. The existing sanitary treatment facility will be upgraded, if necessary, to handle the increased demand capacity. The necessary piping tie-in and equipment upgrade costs are evaluated to be small in consideration to the overall project. A revision to the existing SGS NPDES permit will be required.

The Gilchrist site has no existing waste water disposal solution. The site is located geographically where no confining layer in the Floridan aquifer exists and therefore the option of deep well injection disposal is precluded. There are no surface waters near the site available for effluent discharge. Gilchrist will therefore require a zero liquid discharge facility with offsite solids disposal.

Based on the existing and adequate waste disposal solutions available to the SGS site and limited options associated with a zero liquid discharge facility at Gilchrist, the sites are scored as "9" and "2," respectively.

3.7 ENVIRONMENTAL ASSESSMENT

ECT provided an environmental assessment of the proposed Gilchrist site and the proposed SGS site. Reference the ECT Ecological Evaluation Report for further details.

The team assigned an Environmental Assessment score of "4" for the proposed Gilchrist site and a score of "6" for the proposed SGS site based on the findings of the report and the Black & Veatch scoring criteria outlined in Appendix A.

3.8 TRANSPORTATION

The Transportation category is evaluated for access to the site during operation via permanent access roads and suitability of access to the site during construction for construction equipment, construction deliveries, and construction craft personnel.

3.8.1 Permanent Facility Access Roads

The proposed Gilchrist site is currently accessed from SR-340 via an unimproved road. The permanent facility will require asphalt improved roads to facilitate employee access, maintenance trucks, and plant deliveries. The access road corridor from SR-340 to the site is approximately 1.75 miles. Additional right-of-way width may be required to support the development of the permanent access road. In addition, turn lanes, acceleration lanes, and deceleration lanes would be required to be developed at the intersection of the access road at SR-340, which would require a separate access permit from FDOT.

The proposed SGS site is located adjacent to South Electric Avenue, an existing asphalt paved road that serves as the south access road to the existing SGS facility. Use of the existing access road would allow for no impacts to the existing site traffic which generally accesses the coal plant from the north. South Electric Avenue is accessed via West River Road. Occasional access to the intake pump structure on West River Road could still be made, likely impeded only by slightly increased construction traffic flow on South Electric Avenue. The condition of the existing access roads appear to be sufficient in width to support traffic during plant operation for employee access, maintenance trucks, and plant deliveries. Minor upgrades may be required at the intersection of South Electric Avenue and West River Road.

3.8.2 Construction Transportation and Access

The proposed Gilchrist site is currently accessed from SR-340 via an unimproved road. This access corridor would require improvement to support construction craft access, equipment deliveries, and construction equipment. There is no nearby rail siding to support construction deliveries via rail, therefore all equipment deliveries would have to be made over the road, which would increase

delivery schedule, delivery complexity, and delivery risk. The existing slopes of the road corridor are sufficient for heavy haul vehicles, although the subgrades would have to be improved to support the loads.

The proposed SGS site is located adjacent to South Electric Avenue, an existing asphalt paved road that serves as the south access road to the existing SGS facility. Use of the existing access road would allow for no impacts to the existing site traffic, which generally accesses the coal plant from the north. South Electric Avenue is accessed via West River Road. The condition of the existing access road appears to be sufficient in width to support construction craft traffic, equipment deliveries, and construction equipment. Subsurface investigation of the existing road subgrades and base course would need to be conducted to verify that the road is sufficient to support equipment deliveries. Minor upgrades may be required at the intersection of South Electric Avenue and West River Road to allow for the increased turning radius required by potentially oversized loads. At the end of construction, the existing asphalt road may need to be milled and resurfaced due to the wear and tear of the construction traffic. Rail spurs are available at the existing SGS facility, and discussions with the SGS plant personnel indicates the rail spurs can be made available to support equipment deliveries. Use of the rail spur for equipment deliveries would help decrease delivery schedule, lower the complexity of delivery logistics, and lower the risk of equipment deliveries.

Based on these findings, the proposed Gilchrist site was assigned a score of "6" and the proposed SGS site was assigned a score of "9" for the Transportation category.

3.9 TECHNOLOGY SELECTION

Technology Selection criteria is based on either of the sites having factors that would limit the type of combined cycle turbine technology to be selected. Investigations outside of the scope of this Siting Study have evaluated different combined cycle turbine technologies that would be most suitable to meet the SECI Member load requirements, such as F-Class turbines to the latest available turbine technologies such as, the General Electric (GE) 7HA.02 turbine and the Mitsubishi J class turbines. It was determined that neither site imposes any limitations that would prevent one technology from being selected over another; therefore, each site was scored a "10" in the Technology Selection criteria.

3.10 SCHEDULE

The schedule criteria is based on the overall project schedule including permitting, engineering, procurement, and construction timelines. The SGS and Gilchrist sites will both require filing of a Site Certification Application. However, the complexity of the SCA required for the Gilchrist site will extend the schedule for permit preparation. There are no measurable differences for the procurement and engineering schedule durations for either site. Due to the site improvements required for the Gilchrist site, the SGS site would provide an advantage for the construction schedule. Although the permitting duration will be extensive for both sites, Gilchrist permitting will

be more complex and require additional schedule due to being a greenfield site; therefore the SGS site was given a score of "8" and the Gilchrist site was scored a "6."

APPENDIX A

This document defines the technical evaluation criteria assigned to the various scores. Best professional judgment was used to select the relative desirability of each site for the given criterion.

A.1 Scoring Criteria

A.1.1 Land Use/Ownership

Scoring category for Site Ownership and Land Use will be averaged together for an overall Land Use score.

A.1.1.1 Site Ownership

Definition: Sites scored based on Owner owned and occupied, Owner owned but not occupied, Owner leased, site on the market, or site not currently on the market.

Data Source: Real estate data provided by SECI

Scoring: Sites are ranked according to the ownership of the site being considered.

- Owner owned and occupied sites will be assigned a score of 10
- Owner owned but not occupied sites will be assigned a score of 9
- Owned leased sites will be assigned a score between 6-8
- Not owned sites, but sites on the market will be assigned a score between 3-5
- Not owned sites and the property not on the market will be assigned a core between 0-2.

A.1.1.2 Land Use

Definition: Sites scored based on local land use requirements and difficulty of obtaining necessary land use approvals

Data Source: Zoning data proved by SECI and County Zoning Requirements

Scoring: Scores will be ranked based on necessary local government land use approvals and anticipated difficulty obtaining necessary approvals.

- Sites are ranked based on whether local government land use approvals are needed and anticipated difficulty obtaining same. Sites with appropriate land use designations will be assigned a 10, with other sites assigned a relative score based on likelihood and difficulty of obtaining necessary approvals, including anticipated level of opposition.

A.1.2 Site Development

Scoring category for Site Topography and Subsurface Conditions will be averaged together for an overall Land Use score.

A.1.2.1 Site Topography

Definition: Terrain and elevation range on and near the site.

Data Source: Maps, site visits, in-house files.

Scoring: Sites are ranked according to variation in topography. The highest ranked sites (flat topography) will be assigned the score of 10, with relative scores given to other sites.

- Flat Sites (<3% grade) will be assigned a score between 8 to 10.
- Moderately Steep Sites (4%-10%) will be assigned a score between 5 to 7
- Steep Sites (>10%) will be assigned a score between 0 to 4.
- Scoring will also take in to account if it is determine large amounts of fill material must be imported due to unsuitable in situ materials or required finished finish grades (due to Flood Plains, Zoning Requirements, Existing Conditions, etc.) requiring additional fill material.
- Scoring will also take in to account physical difficulty to discharge storm water offsite, due to impacts to neighboring properties, location of site vs. existing major storm water basins, and low lying sites.

A.1.2.2 Subsurface Conditions

Definition: Degree that conditions onsite could accommodate construction and installation work, including geotechnical and geological considerations.

Data Source: Maps, site visits, existing geotechnical data, USGS Soil Maps

Scoring: Sites are ranked according to the degree of difficulty of earthwork. The highest ranked sites (favorable conditions) will be assigned the score of 10, with relative scores given to other sites with moderate challenges and significant challenges.

A.1.3 Electrical Transmission

Definition: This will be based on the requirements of new transmission lines from the generation site to the nearest substation as well as the anticipated complexity and cost of transmission system upgrades.

Scoring: Sites are ranked according to estimated length of new transmission line needed, complexity of interconnection impacts, and anticipated costs. The highest ranked sites (least length or complexity) will be assigned the score of 10, with relative scores given to other sites.

A.1.4 Fuel Supply

Definition: This will be based on estimated length/cost of new fuel gas lines from the generation site to the nearest gas transmission line interconnection, and relative cost to build new gas lines.

Scoring: Sites are ranked according to estimated length and complexity of new fuel gas line needed. The highest ranked sites (least length or complexity) will be assigned the score of 10, with relative scores given to other sites. Scores will be later factor based on permitting difficulty and fuel costs.

A.1.5 Water Supply

Definition: This will be based on the availability of water to the site and distance to an adequate water source and any pre-treatment requirements

Scoring: Sites are ranked according to availability of water resources, estimated length of water supply line needed. The highest ranked sites (least length or complexity) will be assigned the score of 10, with relative scores given to other sites. Scores will be also factored based on required modifications to existing facilities, water availability (perhaps requiring air cooled condensers), makeup water quality and potable water quality.

A.1.6 Waste Water Effluent

Definition: This will be based on the availability of waste water disposal options from the site and any treatment requirements.

Scoring: Sites are ranked according to availability of disposal options, estimated length of water effluent line needed, type of treatment required, and if the site requires a zero liquid discharge facility. The highest ranked sites (least length) will be assigned the score of 10, with relative scores given to other sites. Scores will be also factored based on required modifications to existing facilities.

A.1.7 Environmental Assessment.

Definition: Environmental Assessment is based on the considerations for permitting and licensing, wetland impacts, impacts on designated scenic, natural recreational and wildlife areas, disruption of natural habitat, water and air quality impacts,

noise impacts, and storm water management requirements.

Scoring: Sites are ranked based on the results from a third party Environmental Assessment Report. Sites will be ranked in the environmental assessment report, and an associated score will be assigned accordingly.

A.1.8 Transportation

Scoring category for Permanent Facility Access Roads and Construction Transportation Access will be averaged together for an overall Land Use score.

A.1.8.1 Permanent Facility Access Roads

Definition: Distance of required site access road to public roads.

Scoring: Sites are ranked according to distance and complexity required to construct the permanent site access road to interconnect with public roads. Sites with shortest available route and ease of access road construction will be assigned a 10 with other sites assigned a relative score.

A.1.8.2 Construction Transportation

Definition: Ease of construction equipment deliveries and site access during construction.

Scoring: Sites that have existing facilities, such as rail and access roads, will be assigned the highest score of 10, with other sites assigned a relative score.

A.1.9 Technology Selection

Definition: Sites will be ranked based on Site Conditions, Location and Permitting difficulties having an impact on the type of turbine technology to be selected.

Scoring: Sites that do not impact the technology selection will be assigned a score of 10, with relative scores given to other sites. Scores will be also weighed on their suitability for additional future development.

A.1.10 Schedule

Definition: Sites will be ranked based on Site Conditions, Location and Permitting difficulties having an impact the overall project schedule. Permitting schedules are influenced by public/local government perception, length and impact of linear facilities, wetland impacts, listed species impacts, and other considerations.

Scoring: Sites that impact the overall project schedule the least will be assigned a score of 10, with relative scores given to other sites.